

Amendments to the Specification:

Please amend page 6, lines 20-29 to read as follows:

- - Front protrusion 6 has an upper surface provided with a speed indicator housing 1. Speed indicator housing 1 is stepped and at the center has through-hole extending downward. Speed indicator housing 1 houses a speed indicator 3 including a battery housing 5 and a main body 4. The main body 4 is held by [the] a step 1s and battery housing 5 is arranged through the through-hole to protrude downward. The main body 4 includes an interconnect substrate and [a] liquid crystal display device (not shown) [and the like], as well as a transparent plate forming an upper surface 4a, a bottom portion 4b bonded to the step 1s, and a push button switch 4f located at the bottom portion and facing downward.- -

Please amend page 7, lines 13-33 to read as follows:

- - With reference to Fig. 3 the rod 21 upper portion or elongate, hollow portion 21a and speed indicator 3 partially overlap as seen along rod 21. In other words, they overlap in arrangement. Rod 21 has a center through which the bar to be pulled up 26 is inserted, as has been described previously, and the bar's upper end is stopped. As such, the speed indicator cannot be arranged rearward to traverse the rod's central axial line. In the Fig. 3 handlebar stem, however, the speed indicator, as seen along the rod, is located in the front protrusion rearward so that it partially overlaps the elongate, hollow portion's front side. This can also be confirmed from the fact that rubber cap 27 fitted into the elongate, hollow portion's upper end to cover the bar's upper end contacts [indication unit] the speed indicator's [indication unit 4a] main body 4. It can be said that the speed indicator is located in the front protrusion as rearward as possible.

Rather than arranging the elongate, hollow portion and the speed indicator to overlap each other, as described above, arranging them adjacently can of course also reduce the front protrusion, as described above. Note that when the elongate, hollow portion and the speed indicator are adjacently arranged, the rod and the speed indicator housing are arranged so adjacently that between the rod's contour and the housing's contour there does not exist a gap exceeding the thickness of a portion surrounding the elongate, hollow portion's bore. As such, when they are adjacently arranged, there may - -

Please amend pages 8, lines 4-14 to read as follows:

Furthermore, handlebar holder 8 forms a front end of the front protrusion and the speed indicator's [indication unit 4a] main body 4 and handlebar holder 8 are adjacent to each other, as seen in a plane. As such in the Fig. 3 handlebar stem at the front protrusion the speed indication unit is located so rearward as to introduce the aforementioned overlap, and the handlebar holder is also located so rearward as not to introduce a gap between the handlebar holder and the [main body's] upper surface 4a of the main body 4. Thus the Fig. 3 handlebar stem ensures that the speed indicator provides readily observable indication, and also pursues a reduced length of the front protrusion. As a result the handlebar stem can be reduced in size and weight.

Please amend page 8, lines 19-22 to read as follows:

- - With reference to Fig. 4, the speed indicator includes the [main body's] upper surface 4a of main body 4 including a transparent plate [4a or the like], the main body including an interconnect substrate, a liquid crystal display unit and the like located therebelow, and the battery housing.

Please amend page 9 to read as follows:

- - 17. The tapered portion expands, as seen in cross section, as it extends downward. A user can insert a tip of a pen, a driver or the like from below the handlebar stem into taper portion 17 and use the driver or the like to readily press the push button for switching. In the present embodiment the speed indicator does not have such push button switches arranged on the front side of the speed indicator. They are located on the bottom side of the handlebar stem 10 at a deep location as seen externally. As such, they are not readily pressed unintentionally.

Consequently, a prescribed set condition can be maintained for a long period of time constantly.

It can be seen from Fig. 6 that the rod's elongate, hollow portion 21a and speed indicator housing 1 partially overlap as seen along rod 21. It is also apparent why the speed indicator housing 1 cannot be drawn back to a position traversing the rod's central axis line, since the speed indicator housing 1 drawn back to the position traversing the rod's central axial line would prevent bar 26 from being pulled up. Furthermore, it is also apparent that the speed indicator housing 1 front portion and the handlebar holder 8 are adjacent to each other, as seen in a plane.

Thus in the handlebar stem 10 the front protrusion 6 can significantly be reduced to have a significantly reduced size and weight. Furthermore, the handlebar stem 10 can be formed of reduced material and hence at a reduced cost. As an exemplary size and weight reduction, when a handlebar stem conventionally having a width of 39.2 mm, a length of 64.0 mm and a mass of 215 grams was fabricated with the same speed indicator arranged, as described in the present embodiment, a significantly reduced width, length and mass of 36.6 mm, 51.7 mm and 140 grams, respectively, were achieved.

Furthermore, the Fig. 6 speed indicator 3 is bonded to the speed indicator housing 1 with an adhesive at the main body 4 bottom and side surfaces. The speed indicator 3 can thus be readily secured to the speed indicator housing 1. Consequently it can be produced at reduced cost.

Fig. 7 is a perspective, partial cross section showing a recess provided in the speed indicator housing 1 and the rod 21 to pass lead 29 extracted from the speed indicator's main body

4. In Fig. 7, lead 29 is--